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ECONOMIC COMMISSION FOR AFRICA

FIRST COMBINED MEETING OF TRANS AFRICAN HIGHWAY AUTHORITIES

FINAL REPORT

6-10 October 1986
Addis Ababa

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ECONOMIC COMMISSION FOR AFRICA

# REPORT
# OF THE COMBINED MEETING OF
# TRANS-AFRICAN HIGHWAY AUTHORITIES
Addis Ababa, Ethiopia
6 - 10 October 1986

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A. ORGANIZATION

1. The combined meeting of Trans-African Highway Authorities was held at Addis Ababa, Ethiopia, from 6 to 10 October 1986.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following member States of the Economic Commission for Africa participated in the meeting: Algeria, Benin, Burundi, Cameroon, the Central African Republic, Chad, the Congo, Cote d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, Gabon, Ghana, Guinea, Kenya, Liberia, the Libyan Arab Jamahiriya, Malawi, Mali, Mozambique, Nigeria, Rwanda, Senegal, the Sudan, the United Republic of Tanzania, Tunisia, Uganda, Zaire, Zambia and Zimbabwe.

3. Belgium, Czechoslovakia, France, Iran, Saudi Arabia, Sweden, the Union of the Soviet Socialist Republics and Yugoslavia participated in the meeting as observers.

4. The meeting was also attended by representatives of the following bodies and specialized agencies of the United Nations: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), World Food Programme (WFP), World Bank and International Labour Organisation (ILO).

5. The following intergovernmental organizations were also represented: the Trans-African Highway Authority (TAHA), the Economic Community of West African States (ECOWAS), the Organization of African Unity (OAU), the African Development Bank (ADB), the Organization for Economic Co-operation and Development (OECD), the Preferential Trade Area for Eastern and Southern African States (PTA) and the International Road Federation (IRF).

C. OPENING OF THE MEETING

6. The Conference was opened by Comrade Yusuf Ahmed, Member of the Central Committee of WPE and Minister of Transport and Communications, who extended a hearty welcome to participants on behalf of the Provisional Military Government of Socialist Ethiopia and on his own behalf. He said that the development of transport services in general and highways in particular would greatly promote intra-African co-operation and that of all the modes of transport, highways were the most important in that they were versatile, entirely self-sufficient and provided door-to-door services. The African road network was inadequate, fragmented and deficient for inter-State travel and trade. That situation had been clearly indicated in the United Nations Transport and Communications Decade programme and subsequently in the Lagos Plan of Action and had received a more determined effort to inter-connect national networks with those of neighbouring countries through the planned trans-African highways. Regional organizations had been established to carry out those goals and objectives.

7. The various regional organizations established to date had been functioning independently from each other; the current meeting was welcome and timely and was a step forward to harmonizing the planning, design and construction of highways.

8. His Government was convinced that the formation of the African Highway Association would facilitate the co-operation between African countries, and support the rational development of highways on the continent.

9. He then commended ECA for its efforts in the preparation of an African Highway Code, Highway Maintenance Trainer's Manual and the preparations made for the forthcoming African Highway Conference and Seminar.

10. In conclusion, he outlined the progress achieved by his country in the development of its road infrastructure, adding that the country's road network had more than doubled in just over a decade, and that the expansion of the road network had also enabled his Government to provide links with Kenya, the Republic of Djibouti and the Sudan.

11. The representative of OAU Mr. Hezikiel Isaac conveyed the best wishes of the Secretary-General of OAU for the successful deliberations of the meeting and said that the meeting was a vivid example of Africa's determination to forge catalystic activities for the realization of the economic recovery wherein transport and communications figured prominently.

12. OAU had always advocated the accelerated and integrated development as well as the optimum utilization of transport in Africa. The Trans-African Highways programme is no doubt the most effective means of establishing the conditions for the physical and socio-economic integration of Africa. This should be done with the speed and urgency reflected in the Lagos Plan of Action and Africa's priority programme for economic recovery.

13. The subregional and regional networks should be given high priority because that was the strategy which led to the establishment of the African economic community by the year 2000 as envisaged in the Lagos Plan of Action and the Final Act of Lagos.

14. He then mentioned that travel and transportation in Africa was limited, and that legal and administrative barriers, among other things, should be drastically dealt with.

15. Regarding the establishment of the African Highway Association, he strongly supported the proposal for the establishment of such an Association with which OAU had associated itself since 1969.

16. He concluded his statement by wishing the meeting a success.

17. The Executive Secretary of the Economic Commission for Africa (ECA) welcomed participants to the first Combined Meeting of TransAfrican Highway Authorities on behalf of the ECA secretariat and on his own behalf.

18. He said that the various trans-African highway legislative authorities had been concerned with the development of the intercountry road systems of their particular subregions without paying much attention to other subregions. The ultimate goal of the Trans-African Highways programme, however, was to co-ordinate and harmonize the plans and programmes formulated at the subregional level into a coherent continental highway network, which would then form the basis for a combined transport network for Africa.

19. The Governing Councils of the Trans-African Highway Authorities were used to meeting to consider the specific problems of their particular subregions. The current meeting was the first combined meeting of its kind organized by ECA, which would enable some problems common to the various authorities to be dealt with jointly so that, consequently, it would be more advantageous to seek common solutions.

20. Although ECA had made efforts aimed at promoting and developing inter-State road transport, there nevertheless remained much to be done before a continental road network could be established.

21. Studies undertaken recently on the trans-African highways had identified those segments that needed to be improved so that international financial agencies and bilateral donors could select projects for financing.

22. With regard to substantive items of the agenda, particularly regarding a general review of the Trans-African Highways programme, he said that although studies were currently being completed to determine precisely the extent of the missing links for the Lagos-Mombasa and Cairo-Gaborone Highways, there was also a need for an overall study to determine the missing links for all the other major highways as stipulated in resolution 275 (XII) of the ECA Conference of Ministers adopted in Nairobi in 1975. ECA had already taken the necessary steps to implement that resolution.

23. The agenda of the meeting was designed in such a manner that each Trans-African Highway Authority would have the opportunity to hold its own "open" subregional meeting and then report back to plenary on its deliberations.

24. Finally, the meeting should devote appropriate attention to the establishment of the African Highway Association and to the revival of the Trans-African Highways Bureau which would provide secretariat services to all Trans-African Highways and thus replace the various existing highway secretariats.

D. ACCOUNT OF PROCEEDINGS

Election of officers (agenda item 2)

25. The Combined Meeting elected the following:

Chairman	: Ethiopia
First Vice-Chairman	: Algeria
Second Vice-Chairman	: Zaire
Third Vice-Chairman	: Cote d'Ivoire
Rapporteur	: Zimbabwe

Adoption of the agenda and organization of work (agenda item 3)

26. The meeting adopted the following agenda:

1. Opening of the meeting.

2. Election of officers.

3. Adoption of the agenda and organization of work.

4. Trans-African Highways; Progress report by ECA.

5. Subregional meetings:

5.1 Lagos-Mombasa Trans-African Highway Authority (TAHA):
-Reports on missing links;
-Road inventory report;
-Administrative rearrangement;
-Facilitation of travel and trade;

5.2 Cairo-Gaborone Trans-East African Highway Authority (TEAHA):

-Country reports on missing links;
-Prefeasibility study report;
-Facilitation of travel and trade;

5.3 Tripoli-Windhoek Trans-Central African Highway (TCAH):

-Progress on general alignment of TCAH;
-Establishment of TCAHA;
-TCAHA work programme;

5.4 Algiers-Lagos Trans-Saharan highway;

-Country progress reports;
-Formulation of composite report to plenary;

5.5 Trans-West African Highways Network;

-Country progress reports;
-Report on engineering studies in the Trans-West Network;
-Formulation of composite report to plenary.

6. Progress reports to plenary on:

-TEAHA;
-TCAHA;
-TAHA;
-TWAHN (ECOWAS, Chairman Nigeria);
-Trans-Sahara (Tunisia).

7. African Highway Association.

8. Trans-African Highways Bureau.

9. African Highway Code.

10. Highway maintenance;
-Subregional seminar;
-Pan-African Maintenance Conference.

11. Any other business.

12. Date and venue of next meeting.

13. Adoption of the report and closure of the meeting.

Progress report on Trans-African Highways (agenda item 4)

27. In his introduction to the above agenda item, the Chief of the ECA Transport, Communications and Tourism Division said that during the colonial era, roads had been built primarily for the purpose of raw material exports and that after achieving independence, African countries had paid little attention to the construction of inter-State links and to the maintenance of existing road networks.

28. He recalled the activities undertaken in the various subregions to establish trans-African highways and the points that were the subject of resolutions adopted by the ministerial Co-ordinating Committees established to promote the trans-African highway project.

29. He then spoke about the status of trans-African highways and the major missing links as well as the efforts made by ECA to establish a coherent continental road network.

30. The international road transport network continued to be hampered not only by the lack of good road links but also by administrative and legal obstacles to the free movement of persons and goods across borders. ECA, at the request of member countries, had established Inter-State Facilitation Commissions.

31. In the ensuing discussions, a representative pointed out that the report should stress the willingness of the associated States to participate in the building of trans-African highways and, in that respect, stressed the need to prepare a progress report on the status of work on the feeder links of the trans-African highways. With respect to the Tripoli-Windhoek Trans-Central African Highway, another representative said that the itinerary of the highway along the Atlantic coast of Africa should have been specified. After these comments the meeting took note of the report.

Subregional meetings (agenda item 5)

32. Under this agenda item the following five subregional meetings were held, and their draft reports are annexed to this report:

1. Lagos-Mombasa Trans-African Highway Authority (TRANS/TAH/86/21);

2. Cairo-Gaborone Trans-East African Highway Authority (TRANS/TAH/86/20);

3. Tripoli-Windhoek Trans-Central African Highway (TRANS/TAH/86/22);

4. Algiers-Lagos Trans-Saharan Highway (TRANS/TAH/86/23);

5. Trans-West African Highways Network (TRANS/TAH/86/24).

Progress reports of the Highway Authorities (agenda item 6)

33. Under this agenda item each chairman of the various Trans-African Highway Authorities presented his report in turn as follows:

Cairo-Gaborone Trans-East African Highway Authority (Sudan, current Chairman)

34. The Governing Council of the Cairo-Gaborone Trans-East African Highway Authority held its fourth ordinary meeting on 7 October 1986 at ECA headquarters and considered such pertinent items as missing links, the ongoing pre-feasibility study and the progress of the Working Groups of the Inter-state Facilitation Commission of TEAHA.

35. Regarding the missing links, Ethiopia, Kenya and the Sudan, where major substandard segments exist, highlighted their plans and programmes for upgrading their respective missing links. Due to financial constraints, especially the foreign components of the estimated cost of construction and rehabilitation, no deadline date could be fixed for completion.

36. As concerns the pre-feasibility study financed by Canada, the report on the southern half of TEAHA had indicated that the highway was in very good condition in Botswana and Zimbabwe while rehabilitation and reconstruction was required in Zambia and the United Republic of Tanzania. The consultant's coverage of the northern half of TEAH, i.e., Kenya, Ethiopia, the Sudan, Egypt as well as Djibouti and Malawi, was ongoing, and that progress could improve drastically if member countries could make special efforts to provide relevant information and data.

37. On the question of travel and trade facilitation, he reported that not much may have been achieved, sometimes for circumstances beyond control. In specific terms, the Sudan, Chairman for the Working Group on Customs, has not had the opportunity to do so, due to basic revisions, reorganization and restructuring of its Customs Department, but is now in a position to score a better success in the immediate future. Kenya, the Chairman of the Working Group for Immigration, had just succeeded in convening a meeting of its committee, and had prepared documents pertaining to the harmonization of rules and procedures. Ethiopia too

had prepared in draft form standard traffic regulations, which would be reconciled with those already prepared in the subregion by such IGO's as PTA and SADCC and take advantage of UNCTAD/FALPRO experience in the field. Although no intergovernmental treaties or other legal documents for the facilitation of travel and trade on the Cairo-Gaborone Trans-East African Highway system have yet materialized, a commendable beginning has been made. As the Sudan is the current Chairman of the Inter-State Facilitation Commission, as well as that of TEAHA, the meeting was assured that every effort would be made to co-ordinate and harmonize the activities of the three working groups so that by the next meeting, TEAHA would be able to achieve concrete results.

38. The Chairman of TEAHA then thanked the outgoing Bureau, and especially the immediate past president of TEAHA, the Hon. Minister of Zimbabwe, for his dynamic leadership during his year of tenure.

Tripoli-Windhoek Trans-Central African Highway (Central African Republic, current Chairman)

39. The Chairman of the Co-ordinating Committee of Ministers of the Tripoli-Windhoek Trans-Central African Highway reported as follows:

40. He first recalled that the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway had held its initial meeting in Bangui in 1984 and had agreed on the general alignment of the Highway. Two member States, the Libyan Arab Jamahiriya and Angola, were not represented at Bangui so the Committee had to leave the itinerary through their respective territories in abeyance.

41. During their current meeting they had considered the study made by ECA describing the itinerary through Libya and Angola. The meeting retained the itinerary proposed by ECA but would take into account any modifications which may be brought by Angola which was absent, and by Libya. Next they started discussing the transformation of their Co-ordinating Committee into a Tripoli-Windhoek Trans-Central African Highway Authority, and after a lengthy deliberation, it was agreed that the draft statutes needed to be modified; therefore the meeting did not proceed further.

42. The Chairman of TCAH in conclusion stated that the meeting had an unfinished job in its hands, and that he spoke on behalf of every member of his committee when he confirmed that they would make every effort to establish their Authority at the first possible opportunity.

Lagos-Mombasa Trans-African Highway Authority (Zaire, current Chairman)

43. The second extraordinary meeting of the Governing Council of the Lagos-Mombasa Trans-African Highway Authority (TAHA) examined the following important agenda items:

44. First of all, the country reports on missing links in Zaire, CAR and Cameroon were considered. It was apparent from the reports that there was a great disparity in the works implementation rates in the three countries concerned: 1.5, 24 and 38 per cent respectively compared with 100 per cent in other member States.

45. The Council then decided that the presentation of the item relating to the missing links should immediately be followed by a brief summary of the study carried out by the consortium of Belgian engineering firms, a study relating to the inventory of the Lagos-Mombasa Trans-African Highway.

46. The consultant provided information on the inventory of the Lagos-Mombasa Trans-African Highway which had been completed in August 1986. It consisted of an inventory of the existing situation of the main Highway and its feeder roads with a view to formulating proposals relating to the functioning of TAHA. The contents of the consultant's final report was the subject of very sensible recommendations relating to views on the structure and activities of TAHA.

47. With regard to the missing links, summaries were made by the Ministers of the countries concerned who spoke of the praiseworthy efforts made by their respective States for the promotion of the Lagos-Mombasa Trans-African Highway. The representative of Cameroon pointed out, however, that the section of highway in Cameroon designated as "a missing TAH link" was motorable throughout the year. The evaluation made by the consultant complied with the terms of reference of the study. The consultant's report would be sent to the member States and the associate members. The States' political will to promote the Trans-African Highway had never been denied. The member States had been called upon to redouble their efforts in this field.

48. The item relating to the Inter-State Commission on Facilitation was postponed to the fourth meeting of Experts, which should make recommendations on this subject at the seventh meeting of TAHA's Governing Council scheduled for January 1987 in Kinshasa. The postponement of this item was justified by the fact that the experts from the countries concerned had not yet examined the different draft protocol agreements on facilitation.

49. The Council engaged in a long debate on the item on structural and administrative questions which centred, on one hand, on the principle of a single secretariat for the Trans-African Highway Authorities and, on the other hand, on the question of whether to transfer the Bureau of the Lagos-Mombasa Highway to Addis Ababa or not. The important question of a single secretariat quickly gained much support on the part of the Council which, in so doing, confirmed its decision on the matter taken in January 1986 in Brazzaville.

50. As for the item referring to the question of the transfer of the Bureau from Bangui to Addis Ababa, the meeting has been unable to reach a consensus among the States who were present. The meeting then decided that the transfer question would be examined anew by the Council, during the next meeting in Kinshasa in January 1987.

Trans-West African Highways Network (Nigeria)

51. The extraordinary ministerial meeting of the Trans-West African Highways Network (TWAHN) was held on 8 October 1986 at ECA headquarters and considered country progress reports on the implementation of TWAHN projects. Consideration of progress of engineering studies of TWAHN was deferred because a representative of ECOWAS had not arrived.

52. Country reports were presented by representatives of Benin, Chad, Cote d'Ivoire, Ghana, Guinea, Mali, Nigeria and Senegal. The Chairman reported that presentations given, especially in the case of Benin, Ghana, Mali and Senegal, were detailed enough to show the actual progress made in the implementation of projects.

53. It was also reported that some representatives of TWAHN member States had expressed their concern regarding the TWAHN secretariat's work especially with regard to co-ordination and matters concerning transport facilitation. ECA had sent to ECOWAS documents in facilitation in 1984 but no reaction had been received. The meeting decided that these issues should be discussed under agenda item 8.

Algiers-Lagos Trans-Saharan Highway Committee (Tunisia)

54. The Tunisian head of delegation presented the report of the extraordinary meeting of the Co-ordinating Committee of the Trans-Saharan Highway, held on 7 October 1986 in Addis Ababa.

55. According to the report, discussions centred on an inventory study of the road network presented by the Algerian delegation, a document which was nevertheless completed and brought up to date by valuable contributions from the delegation from Mali. The Committee was of the opinion that the updating of this document should continue with inputs from the Niger which was then absent, as well as from the ECOWAS secretariat whose absence had impeded the evaluation of the status of efforts to co-ordinate the rehabilitation and construction works on the highway.

56. The members of this Committee agreed to reactivate the Trans-Sahara organization and decided to hold a committee meeting as soon as possible. To this end and in conformity with a decision taken during the Committee's last session, the Chairman was instructed to consult with the Niger on the possibility of holding the meeting in Niamey, and if that did not work out, the Niger delegation would and Mali seconded that the meeting should be held in Algeria.

African Highway Association (agenda item 7)

57. A representative of the secretariat while presenting document TRANS/TAH/86/2 informed the meeting that though African countries spend large sums of resources on the construction and maintenance of roads, the region has no forum for discussions on matters affecting the design, construction, planning and maintenance of roads.

58. He said that in view of this problem, the first African Highway Conference held in Addis Ababa from 20 to 25 October 1969 examined the possibilities for the creation of an African Highway Association. The second African Highway Conference held in Rabat, Morocco in April 1972 moved a step further and established an interim committee composed of the Central African Republic, Ethiopia, Kenya, Morocco, the Niger, Nigeria, the Sudan and Zaire. The meeting was further informed that OAU and ECA convened the committee's meeting in November 1983 and a draft constitution for the establishment of the Association was adopted by the interim committee, but no positive action has been taken to date to set up the Association, except for a resolution which the Governing Council of TAHA passed during its meeting held in Bangui, Central African Republic in July 1980 supporting the establishment of the Association.

59. In the deliberations that followed it was said that the idea of having the Association was good and the principle was acceptable, but there was a need to investigate further the issues related to its establishment, especially its programme of work, staffing, and the financial implications involved. As to what should be done in the meantime, it was suggested that either ECA carries out the Association's work or the interim committee of eight countries which was established in Rabat, Morocco in March 1972 should convene and work out the financial implications of establishing the Association, taking into account its staffing and work programme. It was also suggested that while the investigations were in progres, ECA should support the activities of national highway associations.

60. It was finally decided to instruct the interim committee to proceed with an evaluation of the human, material and financial means needed for the functioning of the Association to draw up its programme of work, and to report back to the next meeting of Trans-African Highway Authorities. Meanwhile ECA should support and co-ordinate the activities of the existing national highway associations. It was also agreed that ECA and OAU should follow up activities concerning the establishment of the Association, especially the work of the interim committee.

Trans-African Highways Bureau (agenda item 8)

61. In introducing this agenda item, the Executive Secretary of ECA, referred to document TRANS/TAH/86/1/Rev.1 on the establishment of a single secretariat to serve all Trans-African Highway Authorities that was first proposed by an African State, a member of more than one Authority and was liable to double/multiple payment of dues. The revival and strengthening of the Trans-African Highways Bureau as the sole secretariat to serve all the Trans-African Highways was considered cost effective, and had other advantages that would serve the best interests of member States.

62. He underscored the fact that each Highway Authority would remain intact as an intergovernmental entity, but that the Bureau would be called upon to provide secretarial and technical services, as well as to implement its decisions and faithfully report on the follow-up activities. There would be an ample transitional period for existing secretariats to cease independent operation, and the modalities for unifying the work should be smooth and proper.

63. In the discussions that ensued, some delegations observed that the non-payment of contributions which had troubled existing secretariats could still prove problematic, even with the drastic reduction of dues as a result of the revitalization and reinstatement of Trans-African Highways Bureau. Member States therefore needed to make every effort to improve their payment records.

64. After further exchange of views the meeting adopted document TRANS/TAH/86/1/Rev.1 and agreed to re-establish the Trans-African Highways Bureau in ECA as the sole secretariat of all Trans-African Highway Authorities, with the understanding that the status of the secretariat of TAHA would be definitely determined by the planned Kinshasa meeting (January 1987) of the Governing Council of Ministers of TAHA.

African Highway Code (agenda item 9)

African Highway Code (agenda item 9)

65. A representative of the secretariat presented a report (document TRANS/TAH/86/13), and in his introductory remarks informed the meeting that in view of the high rate of road accidents in Africa, ECA, in collaboration with the United Kingdom Transport and Road Research Laboratory (TRRL) was engaged in the preparation of an "African Highway Code" after the Code's outline was endorsed by the Governing council of TAHA in Bangui (1980), TEAHA in Addis Ababa (1981), and the fifth African Highway Conference in Libreville (1983). He outlined the content of the Code and said that its draft would be discussed with member States and relevant institutions before it was finalized.

66. The meeting thanked ECA for the work in progress and noted the document. It was also agreed that the code will be distributed to member States in draft form for comments.

Road Maintenance (agenda item 10)

67. In his introduction to document TRANS/TAH/86/14, the representative of the ECA secretariat said that road maintenance was currently one of the questions that African States were most concerned about. It had become so serious that international financing agencies were devoting the bulk of their credits to maintenance rather than to the construction of new roads.

68. He then mentioned the activities carried out by ECA, the fact that the fourth African Highway Maintenance Conference was scheduled to be held in December 1987 and that a seminar on road maintenance for Eastern and Southern African countries would be held very soon.

69. The aim of the document was not only to announce future events but also to ask African countries and the international community to support the United Nations in its endeavours.

70. During the ensuing discussions, the representative of the Organization for Economic Co-operation and Development (OECD) briefed the meeting on the activities carried out by his organization in that area and indicated that OECD could prepare two documents for the fourth African Highway Maintenance Conference.

71. In reply to the Chairman's question regarding a country to host the fourth Conference, the representative of Zimbabwe said that his country would be prepared to host it.

72. The meeting accepted the proposal of OECD to prepare the two documents. The meeting also unanimously approved Zimbabwe's offer to host the fourth African Highway Maintenance Conference.

Any other business (agenda item 11)

73. Under this agenda item, the representative of the International Labour Organisation (ILO) spoke of the complementary role of his organization in the area of road maintenance and said that more detailed information could be obtained from local ILO offices.

74. The OECD representative indicated that his organization had a computerized data bank accessible to all countries and international organizations on road research.

75. The Congolese Minister raised the problem of securing financing for road maintenance and construction and expressed the hope that ECA would give thorough consideration to the subject.

76. In reply to the crucial question of project financing, the ECA Executive Secretary went into the background of methods used by ECA under the Decade programme. As a follow-up to technical consultative meetings, ECA would organize, from 3 to 5 November 1986 in Pointe-Noire, a co-financing meeting on transport projects for Central African countries and that other similar meetings were planned for other subregions and ECA was prepared to assist States in their negotiations with donors particularly with respect to interest rates that were considered too high.

77. Given the importance of the question, the representative of Mali spoke at length on the topic in support of the Congolese proposal. After his statement, the meeting agreed in principle to adopt resolution 2.

Date and place of the next meeting (agenda item 12)

78. In order to cut down on costs, the Chairman suggested that the next meeting should be held a week prior to the meeting of the Conference of African Ministers of Transport, Communications and Planning scheduled to be held in Zaire in 1988.

79. The representative of Zaire said that his country accepted the proposal.

Adoption of the report and closure of the meeting (agenda item 13)

1. Programme of the closing ceremony

80. The meeting adopted the following programme for its closing ceremony:

A. Adoption of the report

1. Presentation of the report

Hon. Dr. H. Ushewokunze, Minister of Zimbabwe, rapporteur

2. Presentation of resolutions

Mr. Antoine Kerime, Plenipotentiary of Cote d'Ivoire,
Third Vice-Chairman

3. Presentation of the communique

Citoyen Thambe Mwamba, Minister of Zaire,
Second Vice-Chairman

B. Closure of the meeting

4. Statement by Professor Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of ECA

5. Vote of thanks

S.E.M. Hosine Meghaloui, Ambassador of Algeria
First Vice-Chairman

6. Closing statement

Comrade Yusuf Ahmed, Member of the Central Committee of WPE, Chairman, Minister of Ethiopia

1. Presentation of the report

81. In presenting the draft report of the Combined Meeting of Trans-African Highway Authorities, the Rapporteur, the Minister of Transport of Zimbabwe, went through the contents of the report briefly, highlighting some of the important accomplishments or major consensuses arrived at.

82. He specifically read out in its entirety the paragraph relating to the re-establishment of the Trans-African Highways Bureau under the auspices of ECA, to provide secretarial and technical services to all Trans-African Highway Authorities.

83. In the ensuing discussion, the delegations of Uganda, Zimbabwe, Kenya, Zaire, the Congo, Cameroon, Ghana, Guinea, Benin, Senegal, Mali, Cote d'Ivoire and Nigeria in turn took the floor and pointed out slight amendments which were then taken into account; and the report was then adopted as amended.

2. Presentation of resolutions

84. The Third Vice-Chairman, the Plenipotentiary of Cote d'Ivoire next presented the two Resolutions, one on the re-establishment of the Trans-African Highway Bureau under the auspices of the ECA, and the second on the need to mobilize funds for the implementation of the Trans-African Highways project.

85. The meeting considered the two resolutions, slightly amended resolution 1 to reflect the vital importance of the timely payment of country contributions to sustain the Bureau; and then adopted resolution 1 as amended, and resolution 2 without amendment. The two resolutions are attached to this report.

3. The final communique

86. The Second Vice-Chairman, the Minister of Zaire presented to the Combined Meeting of Trans-African Highway Authorities, the text of a final communique for consideration. The final communique which was unanimously adopted is attached to this report.

4. Statement of the Executive Secretary of ECA

87. In his closing statement, Professor Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of ECA thanked all the ministers and delegates for the excellent work accomplished and the leadership provided at the very first Combined Meeting of Highway Authorities of its kind. He emphasized the point that the improvement of the infrastructure in the trans-African highways system was closely interrelated with, and was a test for Africa's capacity to forge ahead with economic co-operation and trade promotion. Efforts for the development of the trans-African highways network would be in vain if obstacles of administrative and legal nature are allowed to continue to hinder the complete freedom of travel on the system. All the Authorities therefore needed to redouble their efforts and give the highest priority to their respective Trans-African Highways.

88. The five Trans-African Highways were vital for the real decolonization of Africa, he said, and for a self-reliant and internally generated collective self-sustained growth. He called on all the ministers and officials to do their utmost to keep up the momentum generated by the Trans-African Highways programme in order to avoid frustrating the achievements made to date.

5. Vote of thanks

89. H.E. Mr. Hosine Meghaloui, First Vice-Chairman and Ambassador Extraordinary and Plenipotentiary of Algeria read out the Vote of thanks to the host Government, which was adopted by acclamation. The text of the vote of thanks is attached.

6. Closure of the meeting

90. In his closing address, Comrade Yusuf Ahmed, Minister of Transport and Communications of Ethiopia and Chairman of the Combined Meeting of Trans-African Highway Authorities said he was extremely pleased at the outcome of the meeting and the conclusions arrived at. The meeting was historic and timely, he said, because transportation in general and highway transportation in particular was vital for the integration of the region. He said all the major items on the agenda of the meeting, including the establishment effort of the African Highway Association, the production of an African Highway Code to promote road safety, the publication of the African Highway Maintenance Manual, and the reactivation of the Trans-African Highways Bureau to serve all Trans-African Highway Authorities were most vital issues, and were dealt with by the meeting in a most fitting manner, attesting the superb advance preparations made for the meeting by the ECA secretariat. He especially commended Professor Adebayo Adedeji, the Executive Secretary, whose dedication and excellent guidance, he said, had made valuable contributions towards the success of the meeting.

91. The Minister then declared the meeting closed.

Annex I

REPORT
OF THE SECOND EXTRAORDINARY MEETING OF THE GOVERNING COUNCIL OF THE LAGOS-MOMBASA TRANS-AFRICAN HIGHWAY AUTHORITY (TAHA)
Addis Ababa, Ethiopia
6 and 7 October 1986

A. ORGANIZATION

1. The second extraordinary meeting of the Governing Council of the Lagos-Mombasa Trans-African Highway Authority was held in Addis Ababa on 6 and 7 October 1986 under the chairmanship of the current Chairman, Mr. Thambwe-Mwamba, State Commissioner of Public Works and Physical Planning of Zaire.

B. ATTENDANCE

2. The meeting was attended by the following member countries: Cameroon, the Central African Republic, Kenya, the Sudan, Uganda and Zaire. It was also attended by the following associate member countries: Burundi, Chad, the Congo, Equatorial Guinea, Gabon and Rwanda. The following attended as observers: the Organization of African Unity (OAU), the Preferential Trade Area for Eastern and Southern African States (PTA), the African Development Bank (ADB), the World Bank, the Belgian Development Co-operation Administration and the consortium of Belgian engineering firms.

C. OPENING OF THE MEETING

3. In his opening address, the current Chairman thanked the Ethiopian Government, welcomed participants and said that the meeting was important and that it had to consider problems crucial to the future operations of TAHA. Communications and trade between African countries had to be developed and, in that connection, the meeting would have to deal in particular with legal and administrative barriers that often hampered development. There was a need to lay down new guidelines for TAHA to permit it to achieve the noble objectives of developing transport in Africa enshrined in the Lagos Plan of Action and the Final Act of Lagos.

4. The Acting Director-General of TAHA welcomed the delegates to Addis Ababa for the extraordinary meeting of the Governing Council which should have been held in Kinshasa. The meeting was important because it would take decisions that would be useful for the future of TAHA. He mentioned the organizational, financial and material difficulties that the secretariat had been facing since its establishment on 23 February 1981; such difficulties were the result of non-payment of contributions by member States and associate member States. The decisions taken regarding the items on the agenda would depend on the skill of the participants. He wished the participants a successful meeting.

D. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

5. The meeting adopted the following agenda:

1. Opening of the meeting.

2. Adoption of the agenda and organization of work.

3. Consideration of the following documents:

3.1 Reports on countries with missing links (i.e., Zaire, the Central African Republic and Cameroon);

3.2 Report on the inventory of the Trans-African Highway and its feeder links carried out by a consortium of Belgian engineering firms;

3.3 Fourth meeting of the Inter-State Facilitation Commission (Adoption of the report of the third meeting and consideration of documents 1 and 5);

3.4 Report on the administrative reorganization of the Trans-African Highways (document introduced by ECA).

4. Any other business.

5. Adoption of the report.

6. Closure of the meeting.

E. ACCOUNT OF PROCEEDINGS

Report on countries with missing links and consultant's report (agenda item 3.1)

6. In his introduction to this agenda item the Acting DirectorGeneral of TAHA referred the meeting to the document before it entitled "Report on the missing links in Zaire, the Central African Republic and Cameroon". He dwelt particularly on the wide disparities in the rates of implementation of the links in the three countries, 1.5, 24 and 38 per cent as against 100 per cent in other member States.

7. At the suggestion of the Chairman, the meeting decided that the introduction of agenda item 3.1 should be immediately followed by a detailed statement on the study carried out by the consortium of Belgian engineering firms on the inventory of the Lagos-Mombasa Trans-African Highway.

8. The representative of the Belgian AGCD briefed the meeting on the inventory study of the Lagos-Mombasa Trans-African Highway completed in August 1986. The main aim of the study was to carry out an inventory of the current status of the highway and its feeder links which would permit infrastructure improvements to be made along the TAH.

9. He presented the final report in three volumes comprising the main report (volume 1), the logbook and photo album (volume 2) and the visit documents and project implementation sheets (volume 3) and made a brief statement on the contents of the final report. The analysis was by countries concerned and road segments. Appropriate recommendations had been made. Comments on the structure and activities of TAHA were made with emphasis on the financial difficulties encountered.

10. The Minister of Public Works and Physical Planning of the Central African Republic then took the floor and said that the section of the Trans-African Highway in his country comprised 345 km of tarred roads (24.5 per cent) and 1,063 km or 76.5 per cent of dirt and gravel roads. The Bangui-Sibut road was tarred, the Sibut-Bambari road had been rehabilitated as had been the Sibut-Bangassou and Bossembele-Garoua Boulai roads.

11. As far as the report on the inventory of the Trans-African Highway was concerned, the attempt by TAHA to secure financing would not have much chance of success. His country would complete its commitments with the implementation of the fifth road project and by rehabilitating the other road segments that were part and parcel of the Trans-African Highway. Moreover, studies that needed to be carried out should be implemented immediately prior to attempts to secure financing in order to avoid the additional costs of updating them.

12. The Zairian delegation informed the meeting that the section of the Trans-African Highway crossing Zaire was 1,547 km long and that the Executive Council attached great importance to its implementation. Economic and technical studies were available; technical studies had been completed on the Nia-Nia-Mambasa (200 km) and Mambasa-Kamanda (200 km) sections.

13. The sixth road project agreement between Zaire and the World Bank covering the period 1986-1988 provided for the replacement of four ferry boats by permanent reinforced concrete bridges to permit a constant flow of traffic. The 1986-1990 five-year plan made provision for the rehabilitation of the Nia-Nia-Mambasa and Beni-Kasindi segments to the tune of about $US11 million. The overall cost of the Zairian segments was estimated at $US400 million.

14. From the end of 1987 onwards, Zaire intended to assign specific road maintenance equipment for the Trans-African Highway in order to improve its all-weather road worthiness. Zaire was reiterating the request it had made at the sixth ordinary meeting of the Governing Council for the inclusion of the Kisangani-Bukavu and Bukavu-Beni segments as feeder links in Zaire of the Trans-African Highway.

15. In the ensuing discussions, the Congolese Minister of Public Works suggested that in evaluating the contribution of States to the promotion of the Lagos-Mombasa highway, particular emphasis should be put on efforts made by the States since the establishment of Lagos-Mombasa Highway Authority.

16. There were technical shortcomings in the report particularly with respect to the feeder links that were part of the Lagos-Mombasa Trans-African Highway. He asked whether steps had been taken by the consultant to update the report.

17. The Belgian ambassador informed the meeting about his country's offer regarding the study of the Lagos-Mombasa Trans-African Highway. To efficiently manage a road network, it was necessary to establish a data bank to carry out an inventory and keep it up to date. A 10-megabitt hard disc personal computer could be used to quickly computerize such an inventory. The initial estimate of what it would cost TAHA to invest in such equipment was $US10,000.

18. In that respect, Belgium was willing to contribute up to 450 000 Belgian francs or $US11,000 to train one or two operators that TAHA might select.

19. In his summary of the discussions, the Chairman said that the evaluation made by the consultant was in line with the terms of reference of the study and that the report of the consultant would be sent to the member States and associate member States. The political will of the States to promote the Trans-African Highway had never been in doubt and the States should therefore redouble their efforts.

20. The meeting adopted the working documents that had been introduced.

Fourth meeting of the Inter-State Facilitation Commission (agenda item 3.3)

21. At the suggestion of the Chairman, the matter was referred to the fourth meeting of Experts which would make recommendations to the seventh meeting of the Governing Council of TAHA.

Report on the administrative reorganization of the Trans-African Highway (agenda item 3.4)

22. A representative of the secretariat introduced this agenda item and stressed the advantages and disadvantages of maintaining the TAHA Secretariat at Bangui or transferring it to Addis Ababa. If the Secretariat remained in Bangui, it would cost $US949,714 per year to maintain as against a maintenance cost of $US499,395 per year if it were transferred to Addis Ababa. In Addis Ababa, the office would benefit from certain facilities available at ECA such as security and administrative and financial support services. However, the problem of regular payments of contributions by member States would remain despite the considerable reduction in the contribution of each State that the transfer to Addis Ababa would bring about; the contributions would drop from $US58,444 a year to $US30,732 for full members and from $US15,829 per year to $US8,323 a year for associate members.

23. The ensuing discussions focused on the principle of a single secretariat for all the Trans-African Highway Authorities and on the question of whether or not it was advisable to transfer the office of the Lagos-Mombasa Trans-African Highway Authority to Addis Ababa.

24. The question of a single secretariat quickly received considerable support from the Council, which thus confirmed its decision in that respect made in January 1986 in Brazzaville.

25. The meeting was not able to arrive at a consensus regarding the transfer of the Bangui office to Addis Ababa. Three States were against the transfer, three others were in favour while two did not have a clear stand. All the countries present unanimously lauded the financial contribution that the Government of the Central African Republic had made and continued to make to assist the Bangui office in the face of the inability of most member States to regularly meet their financial commitments. To date, arrears in payment amounted to $US1,292,983. The meeting was of the opinion that no matter what the fate of the office would be, the arrears had to be paid by the countries concerned.

26. The meeting then decided that the question of transferring the office would be considered once again by the Council at its next meeting in Kinshasa.

Any other business (agenda item 4)

27. Under this agenda item the meeting dealt with only the date and place of the next meeting of the TAHA Governing Council.

28. The meeting endorsed the Chairman's proposal that the next meeting should be held in Kinshasa, Zaire from 8 to 10 February 1987.

Annex II

REPORT
OF THE FOURTH MEETING OF THE GOVERNING COUNCIL
OF THE CAIRO-GABORONE TRANS-EAST AFRICAN
HIGHWAY AUTHORITY (TEAHA)
Addis Ababa, Ethiopia
7 October 1986

A. ORGANIZATION

1. The extraordinary meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority (TEAHA) was held in Addis Ababa, Ethiopia on 7 October 1986.

B. ATTENDANCE

2. The following representatives from member States and associate member States participated in the meeting: Ethiopia, Egypt, Kenya, the Sudan, Zambia and Zimbabwe; Botswana and the United Republic of Tanzania were not represented.

3. The following organizations were also represented as observers: UNCTAD, ADB, FAO, IBRD, ILO and PTA.

C. OPENING OF THE MEETING

4. His Excellency H.S.M. Ushewokunze, Minister of Transport of Zimbabwe, in his capacity as outgoing Chairman, expressed on behalf of the Governing Council his deep gratitude to the Ethiopian Government and people as well as to the Economic Commission for Africa, for having hosted this important meeting.

5. The third meeting of the Governing Council held in Harare had requested the working groups of the different committees to prepare reports; so far no working documents had been submitted to the Chairman during this term.

6. Numerous prefeasibility studies would not remove the missing links.

7. In conclusion, he wished every success to the new Chairman and informed the meeting that his country had completed all the segments of the Trans-East African Highway within Zimbabwean territory.

D. ELECTION OF THE BUREAU

8. The extraordinary meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority elected the following bureau:

Chairman:	Sudan
Vice-Chairman:	Zambia
Rapporteur:	Kenya

E. ADOPTION OF THE AGENDA

9. The meeting adopted the following agenda:

1. Opening of the meeting, election of the bureau, and adoption of the agenda.
2. Country progress reports.
3. Pre-feasibility study of TEAH.
4. Inter-State Facilitation Commission of TEAHA.
5. Other matters.
6. Adoption of the report.

10. The Chairman called on the concerned countries to give information on the missing links.

11. The representative of the Sudan indicated that there are two alternatives for the Sudan section of TEAHA, i.e., Nile route and coastal route.

(i). The Nile route: total length of 1,618 km, of which the section from Gedaref-Medani to Khartoum (413 km) is paved.

12. Concerning the missing link in the road leading to Egypt he indicated that the section Khartoum to Dongola (550 km) had been shifted along the river Nile; and gave the following information:

- First 42 km Khartoum to Geily is asphalt road;
- Geily to Atbara: detailed engineering completed;
- Atbara-Dongola, border with Egypt: Feasibility study and detailed engineering are being carried out and expected to be completed within 18 months.

13. With regard to the link with Ethiopia, he indicated that a detailed engineering study was completed in 1971 and there were attempts by the Sudan and Ethiopia to obtain funds from EEC.

(ii) Coastal route: total length of 1,280 km of which 780 km are paved.

14. The following table shows that the coastal route presents more advantages than the Nile route:

	Total (km)	Paved (km)	Unpaved
Nile	1,618	413	1,205
Coast	1,280	780	500

15. The representative of Kenya gave the following information.

Namanga-Nairobi: This portion bitumen surfaced and well maintained to the required standards.

Nairobi-Thika: Rehabilitation of this road commenced in Feburary 1983 at an initial cost of Ksh 139,069,462

Thika-Makutano: The rehabilitation exercise would commence during the 1986/1987 financial year and stretch up to the 1988/1989 financial year at a total cost of Ksh 40,000,000.

Makutano-Sagana: This section is due for normal overlay in the 1986/1987 financial year.

Sagana-Marua: The rehabilitation exercise is expected to commence during the 1986/1987 financial year and end in 1988/1989 at a total cost Ksh 110,000,000

Marua-Kiganjo: This section of the road is in good shape.

Kiganjo-Nanyuki: Rehabilitation of this section has been planned beginning during the 1986/1987 financial year. The total cost of this project has been slated at Ksh 160,000,000.

Nanyuki-Isiolo: This section of the highway which provides the last stretch of bitumen surface is in good condition.

Isiolo-Moyale section: By 1978, the road had deteriorated considerably to the extent that it was necessary to commission Norconsult to carry out detailed engineering design for the road. This design is now complete and the consultants have submitted all the documents necessary for the implementation of the improvement of the road to bitumen standard.

To date no financing source (internal or external) is secured for this important project. The project had been submitted to the EEC for financing as part of the Ethiopia-Kenya regional development package but no definite commitment has been indicated. In the meantime the Kenya Government continues to strive to look for sources of support.

Implementation of the project will be started as soon as the required financing is secured.

The Government has programmed that with an improved financial position within the current plan period, the project would start in the 1987/1988 financial year on the Isiolo-Wamba Junction section with the Wamba-Merille section starting during the 1988/1989 financial year and to continue beyond 1989/1990.

16. The representative of Ethiopia gave the following information:

Azezo-Metema: The existing route is an unimproved trail which can only be negotiated with a four-wheel drive vehicle in dry weather.

This missing link is proposed for construction in Ethiopia's 10-year perspective plan.

To upgrade the section to a better standard, the Ethiopian Government has carried out the feasibility study and the engineering design of the route.

The total project cost as designed is estimated at $US45 million of which 60 per cent is foreign exchange component.

The remaining portion of the Trans-East African Highway in Ethiopia is of all-weather standard with the Azezo-Debre Markos section (432 km) being gravel surface and Debre Markos-Moyale bitumen surfaced. The Government of Ethiopia is planning to upgrade the Debre Markos-Azezo section (432 km) to bitumen standard and also strengthen the Modjo-Awassa (200 km) section with asphaltic concrete. The Addis Ababa-Modjo section (70 km) was recently improved with shoulder widening up to 3 m on either side and strengthened with asphaltic concrete.

17. The representative of Zambia informed the meeting that his Government will send ECA the required information.

18. The Minister of Zimbabwe informed the meeting that his country had completed all segments of the Trans-East African Highway between Zimbabwe and Botswana.

19. Egypt has almost finished most of the part of Highway that is located inside Egyptian territory. Concerning the missing links between Egypt and the Sudan, he pointed out that information would be sent to ECA secretariat. He then informed the meeting that his Government had already paid up in full its contribution to the TEAHA budget since the Cairo-Gaborone Highway Authority was established in November 1981.

20. After the presentation of country progress reports, the Chairman asked the concerned countries to establish a work programme and indicate target dates for completion of the missing links within their respective territories. The proposition was supported because it would give the opportunity for the next meeting to control the progress achieved.

21. Although recognizing the importance of establishing provisional timetable for implementation of projects along their missing links, the representatives of the Sudan, Ethiopia and Kenya nevertheless indicated that that depended on the external funds to be secured. The Chairman then asked the Sudan delegation to officially inform the ECA secretariat on definitive choices of alignment to adopt between the Nile and coastal routes.

Prefeasibility study of the Cairo-Gaborone Highway (agenda item 3)

22. A representative of the ECA secretariat introduced document TRANS/TAH/86/18 and indicated that the purpose of the study was to determine the constraints and opportunities for project implementation in each of the TEAHA member countries.

23. He recalled that the Governing Council of TEAHA had adopted the indicative terms of reference of the study during its Cairo meeting of 1983, and had approved the consultant's inception report during its Harare meeting in 1985.

24. The first interim report had been completed and distributed to members, but ECA had not received any comments from the countries concerned. He also indicated that for the second interim report covering the northern half of the TEAHA, the consultant had requested ECA to solicit member countries to provide their full support by designating a responsible official in each country. The consultant is looking for funds from CIDA to strengthen and enrich the study.

25. He concluded by requesting the Governing Council to call on all its member and associate member States to facilitate the collection of data and information to enable the consultant to complete his work.

26. During the discussions that followed, the representative of the Sudan indicated that his country was ready to provide the information necessary for the carrying out of the study.

27. The Zimbabwean Minister noted that the consultant should have mentioned the nature of the physical barriers. In addition he stated that the data concerning his country were not up to date.

28. In conclusion, the Chairman requested the States concerned by the study to make known their observations and especially those from the northern part to provide the necessary data to enable the consultant to complete the study on time.

Facilitation of travel and trade (agenda item 4)

29. A representative of the ECA secretariat introduced document TRANS/TAH/86/19 and spoke about the objectives and activities of the Inter-State Facilitation Commission. He indicated that it was imperative that member countries take more interest and concrete steps to ensure the success of the Inter-State Facilitation Commission.

30. He concluded by requesting the Governing Council to call on the Governments concerned to provide the Inter-State Facilitation Commission of TEAHA with the support that it needs to carry out its responsibilities.

31. After the ECA representative's presentation, the following reports were presented by the Chairman of each working group:

(a) Commission on customs questions: The representative of the Sudan indicated that the basic revisions, reorganization and restructuring of the Sudan Customs Department had not enabled this Commission to function normally, but that it was in a better position for the future.

(b) Commission responsible for immigration problems: The representative of Kenya indicated that a meeting of the working group had been held in Nairobi in October 1985 and that the report would be submitted to the secretariat. During that meeting the frontier control posts had been designated. Likewise measures had been taken to facilitate the granting of visas. On that subject it was noted that visas were no longer required between Egypt and the Sudan, Kenya and Ethiopia, the Sudan and the United Republic of Tanzania. Long-term measures were envisaged, such as:

(i) uniformity of travel documents along the Highway; and

(ii) creation of a secretariat which would deal with control and co-ordination of action to be taken with regard to immigration formalities.

(c) Traffic regulations: The representative of Ethiopia stated that his country had prepared a document dealing with the tasks assigned to his working group. The document would be sent to the States for their recommendations before the next meeting of the working group.

32. From the debate which followed these presentations, the Zimbabwean minister said that he had received some progress reports from the working groups of the Inter-State Facilitation Commission, and observed that the Commission could take advantage of the data which existed elsewhere such as SATCC and PTA.

33. In conclusion, the Chairman requested the States concerned to provide the Commission with the necessary data and asked that the working groups draw inspiration from work carried out by SADCC, PTA and UNCTAD.

Annex III

REPORT OF
THE SECOND MEETING OF THE CO-ORDINATING COMMITTEE
OF MINISTERS OF THE TRIPOLI-WINDHOEK
TRANS-CENTRAL AFRICAN HIGHWAY (TCAH)
Addis Ababa, Ethiopia
7 October 1986

A. ORGANIZATION

1. The second meeting of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway (TCAH) was held in Addis Ababa on 7 October 1986 under the chairmanship of Mr. Ndougou Raymond, Minister of Public Works and Physical Planning of the Central African Republic.

B. ATTENDANCE

2. The following member countries through which the Trans-Central African Highway passes attended the meeting: the Libyan Arab Jmahiriya, Chad, Cameroon, the Central African Republic, the Congo and Zaire. It was also attended by the representative of Benin.

C. OPENING OF THE MEETING

3. The meeting was opened by Mr. Ndougou Raymond, Chairman of the Co-ordinating Committee of TCAH, who had the outgoing officers re-elected because Angola was not present, and the majority of the States concerned agreed that his Bureau should continue to serve until the next meeting.

D. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

4. The Co-ordinating Committee adopted the following agenda:

1. Opening of the meeting, election of officers and adoption of the agenda.
2. Report on the general alignment of the Tripoli-Windhoek Highway.
3. Establishment of the Trans-Central African Highway.
4. Programme of work of the Authority.
5. Any other business.
6. Adoption of the report.

E. ACCOUNT OF PROCEEDINGS

Report on the general alignment of the Trans-Central African Highway (agenda item 2)

5. In his introduction of this agenda item, the representative of the secretariat said that Angola and the Libyan Arab Jamahiriya had not taken part in the initial meeting on the Highway held in Bangui, the Central African Republic, from 26 to 29 June 1984. The countries that had attended that meeting had exchanged views on the outline of the alignment of the Highway through their respective territories. ECA had not been able to send missions to Angola and Libya in order to hold discussions with the appropriate authorities of those countries on the general alignment of the Highway in their national territories. ECA was, however, availing itself of the opportunity offered by the current meeting of the Co-ordinating

Committee to submit to the States directly concerned an overall outline of the alignment for their comments. The Libyan portion of the Highway starts from Tripoli to Al Wag via Khoms, Misratah, Aburgrin, Waddan, Sabha, Um Al Aranib, Zuwaylah, Tajarhi through Muzizidie Pass to Chad. The Angolan portion starts from Nogui on the Zaire border, passes through Negage, N'datando, Dondo, Quibala, Huambo Caconda, Lubango, Rocadas and joins Namacunda on the Namibian border.

6. During the brief discussions that followed, it transpired that the representative of Libya could not take any decision on the proposed general alignment without the detailed opinion of the competent Libyan authorities; and suggested that he would facilitate the mission of the ECA consultant so that the proposal could be put to his Government. The meeting took note of the proposed tentative general alignment of the Tripoli-Windhoek TransCentral African Highway.

Establishment of the Tripoli-Windhoek Trans-Central African Highway Authority (agenda item 3)

7. There were lengthy discussions on whether the Authority should be established during the meeting of the Committee or whether it had in fact already been established in 1984 in Bangui; another issue was the legal instrument (ministerial declaration, constitution, etc.) which would be used to establish the Trans-Central African Highway Authority should it be decided to establish it right away. Should the ministerial declaration option win the day, the Authority would be established and the consideration of the draft constitution would be referred to a later meeting of experts because of the amendments that would have to be made to it. Meanwhile, the ECA secretariat was asked to prepare an amended version of the constitution. Following the knowledgeable opinion of the legal expert of the Lagos-Mombasa Trans-African Highway, the meeting concluded that the establishment of the Trans-Central African Highway Authority depended on the adoption of the draft constitution. A fresh meeting of the Committee should be organized to that end at a date and place that would be decided upon after consultations among member States. The ECA secretariat could not organize the meeting outside the current programme of work due to the financial crisis affecting the United Nations in general; Zaire was not able to host the meeting at the same time as the TAHA meeting in Kinshasa due to logistical reasons.

Any other business (agenda item 4)

8. No issues were raised under this agenda item, and the Chairman declared the meeting closed.

Annex IV

REPORT
OF THE EXTRAORDINARY MEETING OF THE
TRANS-SAHARAN HIGHWAY
Addis Ababa, Ethiopia
7 October 1986

A. ORGANIZATION

1. The extraordinary meeting of the Trans-Sahara Highway Committee was held at ECA headquarters in Addis Ababa, Ethiopia on 7 October 1986 under the chairmanship of Tunisia.

B. ATTENDANCE

2. All the member countries with the exception of the Niger attended the meeting.

C. OPENING OF THE MEETING

3. The meeting was opened by the current chairman, the Plenipotentiary of Tunisia.

D. ADOPTION OF THE AGENDA AND ORGANIZATION OF WORK

4. The following agenda was adopted:

1. Opening of the meeting and adoption of the agenda.
2. Country progress reports.
3. Formulation of composite report.
4. Any other business.
5. Adoption of the report.

E. WORK PROGRESS REPORT

5. The Chairman called on the Algerian delegation to present the document it had prepared and which contained current information on the study and realization of the Trans-Saharan Highway.

Presentation of the document by the representative of Algeria

6. The representative of Algeria presented the document which contained the following points:

7. The need to construct this highway had been felt long ago by the countries but it was only in 1964 that a conference held in Algiers by those countries referred to above had adopted the principle of a trans-Sahara link and recommended that studies be concentrated in the central zone of the highway. The trans-Sahara Link Committee was therefore set up in 1966 by the governments of Algeria, Mali, the Niger and Tunisia. Nigeria joined the project and the Committee in 1976.

Trans-Sahara Highway Link Committee

8. This Committee, the headquarters of which was in Algiers, had a legal entity and was composed of the representatives of the five countries concerned.

Technical and economic studies on the Trans-Sahara Highway

9. These were preliminary technical and economic studies as well as technical execution studies.

10. The preliminary profitability studies undertaken had revealed advantages in the following areas: agriculture, exploitation of the riches of the subsoil, industry, transport and traffic. Alternative routes of the central highway had been studied and it had been realized that the highest overall profitability rate (12.5 per cent) was obtained by choosing the El Golea-Insalah-Tammanrasset itinerary with a total length of about 2,800 km.

11. It was noted that the volume of trade carried out exceeded forecasts, thus making it possible to obtain an even higher profitability rate; when Nigeria joined the project in 1976 it confirmed that forecast. Traffic flows would certainly be higher if, over and above supply and demand, the countries concerned concluded specific trade agreements.

Technical execution studies

12. The study contract, the terms of which were laid down by the United Nations, was signed in December 1972. The studies comprised various aspects including inventory and collection of data, air coverage, air and ground survey, ground control and preparation of technical tender documents. Study on the execution of the project related to the Insalah-Tammanrasset segment (65 km), the Goa-Kidal segment (350 km) and Arlit-Laouni segment (320 km) i.e. a total of 1,320 km. The preliminary draft study related to the Insalah-Tammanrasset (650 km) Gao-Kidal (350 km) and Arlit-Laouni (320 km) segments - a total of 1,320 km.

13. The draft pre-feasibility study covered the TammanrassetPoint Y(70 km), Point Y-Kidal (750 km, Mali section), Point Y-Laouni (220 km, Niger section) segments - a total of 1,040 km.

14. The studies were undertaken way back in 1969 and were carried in various stages.

Progress made to date by each country with regard to the implementation of the project

15. Algeria: The construction of the highway in Algeria viz, the El Golea-Tammanrasset segment (1,100 km) begun in 1971 was completed in 1978. The importance of the traffic caused by this coated highway required the widening of the El Golea-Tammanrasset highway. Serious technical difficulties such as lack of water resources and materials were hampering the implementation of this project.

16. Tunisia: The Netta-Hazoua link was constructed about 10 years ago, thus making it possible to link the Tunisian network to the southern Algeria network and to the Trans-Saharan Highway.

17. Mali: Corresponding up-dated information would be provided by the Malian delegation.

18. Niger: The Niger section of the Trans-Saharan Highway, which was 985 km long, comprised the following segments: Arlit-Algerian border (180 km), Arlit-Agades (245 km), Agades-Zinder (447 km) and Zinder-Nigerian border (113 km). The Zinder-Nigerian border section was under construction. Financing was being sought for the Agades-Zinder and Arlit-Algerian border sections. The ArlitAgades segment was completed in 1982. In Nigeria, the KangoulanKano-Lagos segment (1,299 km) was completely surface dressed.

Social and economic aspects of the project

19. Beyond the economic gains mentioned earlier on, there was the need to consider those that were not quantified, and whose indirect effects would be manifested by the:

(a) Opening up of the land-locked areas covered by the project;

(b) Introduction of a positive factor for ongoing development projects;

(c) Availability of an access road to the sea and an additional alternative road which ensured a better trade guarantee for the countries linked by the project;

(d) Stimulation of domestic and foreign trade of countries linked by the project;

(e) Progress towards African unity.

20. The representative of Mali briefed the meeting about the status of the Malian segment of the Trans-Saharan Highway (1,163 km). The Malian segment comprised:

21. The Bouressa-Kidal segment (250 km): This was a seasonal road. The feasibility study was undertaken in 1968 and updated in 1976. Photomosaic and photointerpretation photographs taken at 1: 20,000 were available as part of the preliminary studies. The technical execution study should be undertaken before the implementation of the project. The project was recorded under the Decade as ROP-28-010.

22. The Kidal-Gao segment (355 km): This was also a seasonal road. The technical execution study had been ready since 1976. Funds were being sought for the implementation of the project. Libya had shown interest in this project.

23. The Gao-Bevare segment (558 km): Almost all this segment (545 km) was tarred. Work would be completed with the tarring of 13 km by the end of October 1986. The tarred roads would in October 1986 account for a little less than half of the Malian segment, i.e. 558 km. Efforts should be made to complete work on the remaining segment, i.e. 605 km.

Composite report (agenda item 3)

24. During the ensuing debate, ECA was requested to complete the outline road after contacting other countries which might be interested, particularly Burkina Faso. The Chairman said that the meeting had taken note of the report prepared by Algeria, which would be disseminated by ECA after it had been updated.

Any other business (agenda item 4)

25. The item relating to any other business gave rise to a debate on the functioning of the Trans-Saharan Highway Committee. The representative of Mali raised the problem of inactivity of the Committee which had not met since 1980. The meeting scheduled for 1980 in the Niger had not taken place. The participants agreed on the need to reactivate the Committee. To this end, it was proposed that a meeting aimed at resolving outstanding issues should be held without delay.

26. After some discussions, it was decided that the Niger would be contacted to organize the meeting referred to above since that country had already been selected to host the meeting which should have been held in 1980. In the event that the Niger was unable to host the meeting, other States could be contacted.

Adoption of the report (agenda item 5)

27. All the agenda items having been considered, the meeting adopted its report, and the Chairman closed the debate.

Annex V

REPORT

OF THE EXTRAORDINARY MINISTERIAL MEETING OF
TRANS-WEST AFRICAN HIGHWAYS NETWORK
Addis Ababa, Ethiopia
8 October 1986

A. ORGANIZATION

1. The extraordinary meeting of the Trans-West African Highways Network was held in Addis Ababa, Ethiopia on 8 October 1986.

B. ATTENDANCE

2. Representatives of the following member States participated in the meeting: Benin, Chad, Cote d'Ivoire, Ghana, Guinea, Mali, Nigeria and Senegal.

C. OPENING OF THE MEETING

3. The meeting was chaired by the representative of Nigeria, current chairman of the Economic Community of West African States (ECOWAS).

4. The meeting considered the following agenda:

1. Adoption of the agenda.

2. Country progress reports.

3. Progress of engineering studies of the TWAHN.

4. Preparation of composite report.

5. Other matters.

6. Adoption of the report.

D. ACCOUNT OF PROCEEDINGS

Country progress reports (agenda item 2)

5. The representative of Benin provided the following information:

Coastal road

6. The Beninese portion, which was 137 km long, had been completely tarred. Two concrete bridges were being constructed to replace the metal bridges and the work was expected to be completed by the end of 1986. Due to traffic congestion, there were plans to build an exit from Cotonou through the second bridge and to build a third bridge in Cotonou, as well as a four-lane highway from Godomey to Seme.

7. Pending the completion of those medium-term activities, the whole segment would be resurfaced; the work would start by December 1986 at the latest.

Feeder links

(i) Benin-Niger

8. The current status of segments was as follows:

(a) Godomey-Dassa-Zoume: Tarred road in good condition;

(b) Dassa-Zoume-Parakou: Dirt road in fairly good condition. Work on tarring the road started in July 1986 and would be completed in 1988;

(c) Parakou-Malanville: Tarred in excellent condition.

9. Maintenance work was being carried out on the Godomey-Dassa-Zoume segment while there were plans to resurface the Parakou to Malanville segment.

(ii) Benin-Burkina Faso

10. A report on a cost-benefit study had been completed since January 1986 and another cost-benefit document was being finalized by the Governments of Benin and Burkina Faso in collaboration with BOAD, BID and the African Development Bank. Studies were available on some segments, while other studies were ongoing. Specific rehabilitation work was being done on the Djougou-Porga segment. Burkina Faso was currently financing the construction of the Tendangou-Benin border segment, an earth road. The construction of a modern earth road covering the Fada/Pama/Tendangou segment had been financed by ADB.

11. The representative of Chad said that despite the war of occupation facing his country, the Government of the Third Republic had made particular efforts to rehabilitate the roads within the country, destroyed as a result of the war, with the help of friendly countries and international organizations.

12. Several feeder links and the major existing highways had, since 7 June 1982, been either improved or constructed.

13. The representative of Cote d'Ivoire said that his country had a particular interest in the Trans-West African Highway and that the Elubo (Ghana)-Abidjan-Guiglo segment had been tarred. The Guiglo-Toulepleu-Liberian border segment which would cost a total of CFAF 12 billion had yet to be tarred. Construction work was expected to start in 1989 with World Bank funding.

14. A representative of Ghana briefed the meeting on the organization of roads administration and road classification in his country. He also outlined the activities which were in progress in Ghana concerning road rehabilitation and maintenance including arrangements which the Government of Ghana had made for financing road maintenance projects.

15. He informed the meeting that the Trans-African Highway, which traverses Ghana, was the Lagos-Nouakchott Highway and gave the current status of the highway, by section, as follows:

(a) Elubo-Axim section (86 km) was paved and was 95 per cent completed;

(b) Axim-Takoradi section (63 km) was paved but some sections were programmed for rehabilitation;

(c) Takoradi-Yamoransa section (90 km) reconstruction was to be completed by December 1986;

(d) Yamoransa-Accra section (115 km) was programmed for pre-construction studies during the second phase of UNTACDA;

(e) Accra-Tema section (21 km) was in a good condition except for the connecting outer ring road which was scheduled for completion in 1988;

(f) Tema-Aflao (166 km) was scheduled for reconstruction during the second phase of UNTACDA. The Sogakope-Aflao section was being redirected through Dto Dte to Noere at the Togo border to meet the new route prepared by Togo to avoid the sea erosion of the Togolese route.

16. He also outlined the present status of the Accra-Kumasi-Techiman-Tamale-Paga road (809 km) which connected the Dakar-N'Djamena and Lagos-Nouakchott Highways. He gave the status of the road, by section, as follows:

(a) Accra-Kumasi (272 km) was all in good condition but some improvements were being made to the Anyinam-Kumasi (136 km) and Nsawam-Anyinam sections;

(b) Kumasi-Abofour (52 km) was undergoing rehabilitation;

(c) Abofour-Techiman (67 km) was generally in good condition;

(d) Techiman-Morono (124 km) was undergoing emergency remedial works;

(e) Morno-Tamale (94 km) was to be reconstructed in some sections (37 km) and the reconstruction was to be completed by August 1987;

(f) Tamale-Bolgatanga-Paga (199 km) had considerable shortcomings and narrow bridges which required attention.

17. He finally informed the meeting of the status of the subsidiary connection route which took off from Techiman on the main connector route and went through Bamboi-Wa ending at Hamile on the Burkina Faso border (435 km.).

18. The first 68 km from Techiman to Bamboi was surface dressed and was in good condition, but the rest of the road (367 km) had a gravel surface.

19. The representative of Guinea provided the following information:

(a) Freetown-Conakry: This segment was divided into two:

(i) Farecariah-Pamelap (Sierra Leone): This segment was all-weather.

(ii) Farecariah-Conakry: This segment was completely tarred.

(b) Conakry-Bissau: Difficulties existed on account of the poor condition of the bridges which would have to be reconstructed. This segment had the following sections:

(i) Conakry-Boke: Little used during the rainy season. Funds had been provided by the Government for its rehabilitation.

(ii) Boke-Bissau: The construction of this section formed part of the work programme of the Guinea-Guinea-Bissau Commission.

20. Guinea was also interested in the following feeder links:

(a) Dakar-N'Djamena highway

(i) Bougouni (Mali) - Yanfolila-Kankan (Guinea);
(ii) Bamako (Mali) - Koure (Mali) -Siguiri (Guinea);
(iii) Tambacounda (Senegal) - Lake (Guinea);

(b) Lagos-Nouakchott Coastal Highway (four links):

(i) Senko (Beyla-Guinea) - Daname (Cote d'Ivoire);
(ii) Lake (Guinea) - to Liberia;
(iii) N'zerekure (Guinea) to Liberia;
(iv) N'zerekure (Guinea) to Cote d'Ivoire.

21. The representative of Mali provided the following information on each segment of the Trans-West African Highway:

(a) Senegal border-Sadiola-Kayes (91 km): Seasonal track between Sadiola and the Senegalese border and improved track between Sadiola and Kayes. Provision had been made to carry out the feasibility study on that segment as part of co-operation between Mali and Senegal (national project);

(b) Kayes-Nioro (250 km): The feasibility study had been done in 1979 and was available. Provision had been made for routine maintenance under the Highway Project (1987-1989);

(c) Nioro-Afoun-El Atrouss-Bretelle (62 km in Mali): Seasonal track; technical and economic study planned, financing by BID;

(d) Nioro-Diema-Kolokani-Bamako (432 km): Improved track between Nioro and Diema (project ODIK); seasonal track between Diema and Kolokani; dirt road between Kolokani and Bamako;

(e) Senegal border-Kenieba-Kita-Bamako (380 km): Seasonal track throughout. Technical and economic studies planned under BID financing;

(f) Bamako-Bougouni-Sikasso (370 km): Tarred road in poor condition; Bamako-Bougouni segment (160 km) reconstruction planned under the Fifth Highway Project; Bougouni-Sikasso segment (210 km) improvement planned under the Fifth Highway Project;

(g) Sikasso-Koloko (44 km): Somewhat improved track. No action has been taken on this road;

(h) Sikasso-Zegoua (towards Abidjan) (106 km): Tarred road in poor condition; improvement planned under the Third Highway Project;

(i) Bougouni-Manankoro (towards Odienne-San Pedro) (145 km): Somewhat improved track; rehabilitation planned under the Fifth Highway Project;

(j) Bougouni-Yanfolila-Guinean border (towards Kankan-Conakry), (135 km): Somewhat improved track; rehabilitation planned under the Fifth Highway Project;

(k) Bamako-Kouremale (towards Kankan) (111 km): Somewhat improved track.

22. A representative of Nigeria gave a general account of their position and said that most of the sections of Lagos-Mombasa, Lagos-Nouakchott and Trans-Saharan highways within Nigeria are in a good condition.

Dakar-N'Djamena Trans-West African Highway

23. The representative of Senegal said that of the 870 km highway linking Dakar with the Malian border:

(a) 601 km were tarred;
(b) 61 km were being tarred;
(c) Technical and economic studies had been carried out on 163 km.

24. A joint (Senegal-Mali) request for financing had been made in respect of the remaining 425 km. The technical and economic studies would soon be undertaken. The Senegalese segment at the northern part of this highway was tarred up to Tambacounda. There remained 190 km of laterite road from Tambacounda to Kidira at the border with Mali.

Lagos-Nouakchott Trans-West African Highway

25. The Dakar segment to the border with Mauritania (370 km) was completely tarred; the Dakar segment to the border of Guinea-Bissau was almost completely tarred except 14 km, i.e., from Ziguinchor to the border; the last segment between Senegal and the Gambia stretching over 26 km had been tarred in 1984.

26. The three countries were seriously looking for additional funding from donors including EDF to complete the tarring of the remaining 14 km between Senegal and Guinea-Bissau and of 79 km in Guinea-Bissau.

Feeder link to the Dakar-N'Djamena Trans-West African Highway: Tambacounda (Senegal) - Labe (Guinea) road

27. Eighty-two km of the Senegalese segment out of 152 km from Tambacounda to the Guinean border were tarred. A joint request for funding in respect of the remaining 70 km and the 300 km Guinean segment would be submitted to donors.

Progress of engineering studies of the TWAHN (agenda item 3)

28. This item was deferred because of the absence of a representative from ECOWAS.

Preparation of composite report (agenda item 4)

29. The meeting considered its composite report and mandated the Chairman to report its deliberation to plenary.

Other matters (agenda item 5)

30. Under this item some representatives raised the question of co-ordination which is the responsibility of ECOWAS.

31. They pointed out that no co-ordination meeting was called by ECOWAS since they have been designated as secretariat of the TWAHN. The representative of ECA indicated that ECA had handed over all the files of TWAHN to ECOWAS on their request. ECA prepared facilitation documents and submitted them to ECOWAS in 1984 for comments but no reaction has been received from ECOWAS. He then said that ECA is willing, if the countries wish, to work in collaboration with ECOWAS in order to accomplish the secretariat's task.

32. The meeting urged ECA to contact ECOWAS and underlined the need for co-ordination.

33. The representative of ECOWAS who arrived during the final session of the meeting, apologized for his late arrival which he said was due to circumstances beyond his control. He was happy to see that ECOWAS member countries were participating. The ECOWAS Secretary General had wanted him to participate even if it was towards the end of the meeting, as a demonstration of solidarity. He congratulated the meeting for a job well done, and added that he would submit to the secretariat a status report of the TWAHN (Dakar-N'Djamena and Lagos-Nouakchott) for inclusion in the report as an annex.

Appendix

ECONOMIC COMMUNITY OF WEST AFRICAN STATES (ECOWAS)

STATUS OF EXECUTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK

TRANS-COASTAL	:	LAGOS - NOUAKCHOTT
TRANS-SAHELIAN	:	DAKAR - N'DJAMENA

ECONOMIC COMMUNITY OF WEST AFRICAN STATES

REPORT ON THE COMMUNITY ROAD TRANSPORT PROGRAMME

A. DECISION RELATING TO THE REMOVAL OF NON-PHYSICAL BARRIERS
B. STATUS OF EXECUTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK.

Preamble

In accordance with Article 40 of the Treaty establishing the Economic Community of West African States (ECOWAS), member States undertake to evolve gradually common transport policy through the improvement of their existing transport links and the establishment of new ones as a means of furthering the physical cohesion of the member States and the promotion of greater movement of persons, goods and services within the Community.

A Transport Division within the Department of Transport, Communications and Energy at ECOWAS Secretariat is responsible for the effective implementation of this policy under the supervision of the Transport, Communications and Energy Commission.

A. REMOVAL OF NON-PHYSICAL BARRIERS

Desirous of encouraging movement of persons, goods and services through the harmonization of their transport policies the Governments of member States of the Economic Community of West African States have taken the following decisions:

1. DECISION A/DEC 2/5/81 of the Authority of Heads of State and Government of the Economic Community of West African States relating to the harmonization of highway legislations in the Community.

Justification

Legislation in force in ECOWAS member States is either derived from French Law in French-speaking countries, or from English or American Law in the English-speaking countries, or from Portuguese Law in Portuguese-speaking countries.

Furthermore, the various international guidelines set by the Vienna Conventions adopted in 1968 under the aegis of the United Nations have been incorporated to a greater or lesser extent by all ECOWAS member States.

2. PROTOCOL A/P1/5/82 on the establishment of an ECOWAS Brown Card relating to motor vehicle Third Party Liability Insurance.

OBJECTIVE:

To facilitate for any person driving a vehicle within the member States, payment of compensation due from his or her as a result of accidents he/she may have caused and to enable him/her to comply with his/her obligations under local law or regulations thereby encouraging the development of trade and tourist exchanges between member States.

3. PROTOCOL A/P2/5/82 on Convention regulating inter-State road transportation between ECOWAS member States.

OBJECTIVE:

To facilitate the gradual integration of the economies of the member States through a harmonious development of the road transportation system with a view to promoting trade.

OBJECTIVE:

To set up an Inter-State Road Transit System in order to facilitate the transportation of goods between the territories of the member States.

B. STATUS OF EXECUTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK

TRANS-COASTAL HIGHWAY : LAGOS - NOUAKCHOTT
TRANS-SAHELIAN HIGHWAY : DAKAR - N'DJAMENA

(i) Identification study was carried out on the Trans-Coastal Highway Lagos-Nouakchott in 1980;

(ii) Identification study was carried out on the Trans-Sahelian Highway Dakar-N'Djamena variant Nouakchott-N'Djamena in 1980;

(iii) Current status study was carried out on the Trans-West African Highway Network showing some portions of the Trans-West African Highway Network are completed in the following countries:

IN NIGERIA : Lagos-Seme-front. Benin; front. Niger-N'Djamena
IN BENIN : Pfont. Nigeria-Cotonou-front. Togo
IN NIGER : Front. Burkina Faso-Niamey-front. Nigeria.

(iv) Feasibility and engineering studies financed by ECOWAS Fund were carried out on the following sections: In Liberia;

Tappita-Tobli-front. Cote d'Ivoire IN Togo

Front. Ghana-Noepe-Agbanakin-front. Benin

(v) In Mali, the feasibility study was partially financed by ECOWAS Fund but not yet undertaken on the following section:

Front. Senegal-Kenieba-Bamako

(vi) Engineering studies already carried out on some sections by the member States themselves were collected by two national consultants.

(viii) Financing of the feasibility and engineering studies of the remaining sections of the Trans-West African Highway Network is being sought by both ECOWAS Fund and the Secretariat.

(ix) Arrangements are being made by ECOWAS to assist member States in their search of fund for the financing of the execution of the remaining sections of the TWAHN.

ECONOMIC COMMUNITY OF WEST AFRICAN STATES

STATUS OF EXECUTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK:
TRANS-COASTAL HIGHWAY: LAGOS - NOUAKCHOTT

COUNTRY	S E C T I O N S	CURRENT STATUS TARRED KM	CURRENT STATUS UNTARRED KM	PERCENTAGE UNTARRED	CONSTRUCTION COST MILLION $US	R E M A R K S
NIGERIA	LAGOS-SEME-FRONT BENIN	65				Completed
BENIN	FRONT. NIGERIA-COTONOU-FRONT TOGO	172				Completed
TOGO	1) FRONT. BENIN-LOME-FRONT. GHANA	50				1) Good road but affected by soil erosion.
	2) FRONT. BENIN-AGBANAKIN-NOEPE FRONT. GHANA		100		60	2) Engineering studies undertaken.
GHANA	1) FRONT. TOGO-AFLAO-TEMA-ACCRA	202				1) To be improved upon.
	2) ACCRA-AXIM	265				2) Completed
	3) AXIM-FRONT. COTE D'IVOIRE		81	11.60	46.6	3) Under construction.
	4) FRONT. TOGO-DZODZE-AKATI-SOGAKOPE		150	21.49	90.00	4) Search for fund for construction.
COTE D'IVOIRE	1) FRONT. GHANA-ABOISSO	69				1) Completed
	2) ABOISSO-ABIDJAN	132				2) Completed
	3) ABIDJAN-YAHOUSSOKRO-DALAO-DOUKOUE-GUIGLO	555				3) Completed
	4) GUIGLO-TOULEPLEU-FRONT. LIBERIA		128	14.48	76.8	4) Search for fund for construction.

COUNTRY	S E C T I O N S	CURRENT STATUS TARRED KM	CURRENT STATUS UNTARRED KM	PERCENTAGE UNTARRED	CONSTRUCTION COST MILLION $US	R E M A R K S
LIBERIA	1) FRONT. COTE D'IVOIRE-TAPPITA		52	9.54	31.2	1) Engineering studies undertaken.
	2) TAPPITA-GANTA		106	19.45	63.6	2) Search for fund for construction
	3) GANTA-MONROVIA	268				3) Completed
	4) MONROVIA-KLEY	40				4) Under construction
	5) KLEY-MRU BRIDGE	79				5) Completed
SIERRA LEONE	1) FRONT. LIBERIA-MRU BRIDGE-ZIMMI-BANDAJUMA-BO	142				1) Under construction
	2) BO-FREETOWN-PORTO LOKO	289				2) Completed
	3) PORTO LOKO-PAMELAP-FRONT. GUINEA		70	14	42	3) Search for fund for construction.
GUINEA	1) FRONT. SIERRA LEONE-COYA		84	17	50.4	1) Search for fund for construction
	2) COYA-CONAKRY	51				2) Completed
	3) COYA-DUBREKA	35				3) Completed
	4) DUBREKA-BOKE		200	40		4) Search for fund for studies and construction.
GUINEA BISSAU	1) FRONT. GUINEA-QUEBO		81	21	48.6	1) Search for fund for construction
	2) QUEBO-BAMBADINGA	60				2) Completed
	3) BAMBADINGA-BISSAU	117				3) Completed
	4) BISSAU-SAO VICENTE	52				4) Completed
	5) SAO VICENTE-SAO DOMINGO-FRONT SENEGAL		75	19.48	45	5) Search for fund for construction

COUNTRY	S E C T I O N S	CURRENT STATUS TARRED KM	CURRENT STATUS UNTARRED KM	PERCENTAGE UNTARRED	CONSTRUCTION COST MILLION $US	R E M A R K S
SENEGAL	1) FRONT. BISSAU-MPAK-ZIGUINCHOR		15.7	12.73	9.42	1) Search for fund for construction.
	2) ZIGUINCHOR-DIOULOULOU	93				2) Completed
	3) DIOULOULOU-SELETY-FRONT. GAMBIA	14.6				3) Completed
GAMBIA	1) FRONT. SENEGAL-SELETY-MANDINABA		14	18.42	8.4	1) Search for fund for construction
	2) MANDINABA-BANJUL	47				2) Completed
	3) BANJUL-KARANG-FRONT. SENEGAL	15				3) Completed
SENEGAL	1) FRONT. GAMBIA-KAOLACK-DAKAR	75			45	1) Completed
	2) DAKAR-ST. LOUIS-ROSSO-FRONT MAURITANIA	369				2) Completed
MAURITANIA	FRONT. SENEGAL-NOUAKCHOTT	203				Completed
	TOTAL	3459.6	1131.7	24.65	$679.02	

STATUS OF EXECUTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK
TRANS-SAHELIAN HIGHWAY: DAKAR-NDJAMENA; NOUAKCHOTT-NDJAMENA

COUNTRY	S E C T I O N S	CURRENT STATUS TARRED KM	CURRENT STATUS UNTARRED KM	PERCENTAGE UNTARRED	CONSTRUCTION COST MILLION $US	R E M A R K S
SENEGAL	1) DAKAR-TAMBACOUNDA-DIALAKOTO	530	270	33.75	165	1) Completed
	2) DIALAKOTO-KEDOUGOU-SARAYA-FRONT. MALI		270	33.75	165	2) Search for fund for construction.
MALI	1) FRONT. SENEGAL-KENIEBA-BAMAKO		380	30	228	1) Search for fund for studies
	2) BAMAKO-BOUGOUNI		150	11.84	90	2) Search of fund for construction.
	3) BOUGOUNI-SIKASSO	211				3) Completed
	4) SIKASSO-FRONT. BURKINA FASO		44	3.47	26.4	4) Search for fund for studies.
	5) BAMAKO-KOLOKANI-NIORO-FRONT. MAURITANIA		492	38	289.2	5) Search for fund for construction.
MAURITANIA	1) FRONT. MALI-AIOUN-EL ATROUSS		90	10	54	1) Search for fund for construction.
	2) ATOUN-EL ATROUSS-KIFA-NOUAKCHOTT	814				2) Completed
BURKINA FASO	1) FRONT. MALI-ORODARA-BOBO DIOULASSO		131	14.87	78.6	1) Search for fund for studies.
	2) BOBO DIOULASSO-SAKOINCE-OUAGADOUGOU.	356				2) Completed
	3) OUAGADOUGOU-KOUPELA-FADA NGOURMA-FRONT. NIGER					3) Completed

COUNTRY	S E C T I O N S	CURRENT STATUS TARRED KM	CURRENT STATUS UNTARRED KM	PERCENTAGE UNTARRED	CONSTRUCTION COST MILLION $US	R E M A R K S
NIGER	1) FRONT. BURKINA FASO-NIAMEY	120				1) Completed
	2) NIAMEY-DOSSO-BIRNI NKONI-MARADI-FRONT. NIGERIA	711				2) Completed
NIGERIA	FRONT. NIGER-KANO-MAIDUGURI-FRONT. CAMEROON	970				Completed
	TOTAL	4106 km	1547 km	27.37	US$928.2M	

ECONOMIC COMMUNITY OF WEST AFRICAN STATES
(ECOWAS)

1. ROUGH ESTIMATE OF MONEY GRANTED BY ECOWAS TO MEMBER STATES FOR THE REALIZATION OF SOME SECTIONS OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK

COUNTRY	DESCRIPTION OF PROJECT	COST
LIBERIA	Feasibility and engineering studies of Tappita-Tobli-front. Cote d'Ivoire Highway	408,600 UA
MALI	Feasibility study of front. Senegal-Kenieba-Kita-Bamako Highway	100,000 UA
TOGO	Engineering studies of front. Ghana-Nope-Agbanakin-front. Benin Highway	230,000 UA
LIBERIA	Construction of MRU bridge Monrovia Highway	2.5 M US$
SIERRA LEONE	Construction of Freetown-Bo-MRU Bridge Highway	2.5 M US$
BENIN	Construction of bridges on Rivers Sazue and Mono	1500M FCFA

PROJECT FILES OF THE REMAINING SECTION OF THE TRANS-WEST AFRICAN HIGHWAY NETWORK

Project No. 1

I. Title of project: Road transport

The feasibility and engineering studies of the following sections of the Trans-West African Highway Network:

A. Trans-Coastal Highway (Lagos-Nouakchott)

IN GHANA

Sogakofe - Akati - Dzodze - front. Togo (150 km) Estimated cost : 150 x 6000 = $US900 000

IN GUINEA

Boke - front. Guinea-Bissau (125 km)
Estimated cost : 125 x 6000 = US$750 000

IN GUINEA-BISSAU

Quebo - front. Guinea (81 km)
Estimated cost : 81 x 6000 = US$486 000

B. Trans-Sahelian Highway (Dakar - N'djamena)

IN MALI

(a) Front. Senegal - Kenieba - Kita - Bamako (380 km) Estimated cost : 380 x 6000 = US$2 280 000

(b) Sikasso-front. Burkina Faso (44 km)
Estimated cost : 44 x 6000 = US$264 000

II. Budget of the project

(a) Total cost : US$4 680 000
(b) Consulting firm required

III. ECOWAS participation

- Both the Secretariat and the Fund to look for the fund.
- The Secretariat and the Fund to identify various consulting firms for the studies.
- ECOWAS has to monitor the studies.

IV. External support

Total external financing required.

V. Sources of external financing

ADB, BOAD, KFW, BADEA, Islamic Bank, EDF, SIDA.

Project No.2

I. Title project: Road transport

The construction of the following sections of the Trans-West African Highway Network:

A. Trans-Coastal Highway (LAGOS - NOUAKCHOTT)

IN MAURITANIA

80 km road from dam/bridge at Diama
Estimated cost : 80 x 300 000 = US$24 million

IN SENEGAL

18 km road from dam/bridge at Diama
Estimated cost 18 x 300 000 = US$5.4 million

IN GUINEA-BISSAU

(a) M'pak - Sao Vicente (74.337 km)
Estimated cost : 75 x 300 000 = US$22.50 million

(b) Bambadinca - Quebo (60)
Estimated cost : 60 x 300 000 = US$18 million

IN GUINEA

Boke - Dubreka (200 km)
Estimated cost : 200 x 300 000 = US$60 million

IN SIERRA LEONE

Porto Loko - Pamelap (70 km)
Estimated cost : 70 x 300 000 = US$21 million

IN LIBERIA

(a) Ganta - Tapeta (106 km)
Estimated cost : 106 x 300 000 = US$31.8 million
(b) Tapeta - Tobli-front. Cote d'Ivoire (52 km)
Estimated cost : 52 x 300 000 = US$15.6 million

IN COTE D'IVOIRE

Guiglo - front. Liberia (128 km)
Estimated cost : 128 x 300 000 = US$38.4 million

IN TOGO

Front. Ghana - Noepe - Aflao-Akodessewa - front. Benin (100 km)
Estimated cost : 100 x 300 000 = US$30 million

B. Trans-Sahelian Highway (Dakar - N'Djamena)

IN SENEGAL

Tambacounda - Kedougou - Saraya - Mahina-front. Mali (820 km)

Estimated cost : 820 x 300 000 = US$246 million

IN MALI

(a) Kayes - Nioro (251 km)
Estimated cost : 251 x 300 000 = US$75.3 million

(b) Bamako - Kolokani (124 km)
Estimated cost : 124 x 300 000 = US$37.2 million

(c) Bamako - Bougouni (150 km)
Estimated cost 150 x 300 000 = US$45 milllion

(d) Front. Mauritania - Nioro du Sahel (50 km)
Estimated cost: 50 x 300 000 = US$15 million

IN BURKINA FASO

Bobo Dioulasso - Orodara - Koloko - front. Mali (131 km)
Estimated cost : 131 x 300 000 = US$39.3 million

II. Budget of the project

(a) Total cost : US$724.50 million
(b) Contracting firms.

III. ECOWAS participation

- Search for fund for the execution of the project.
- Monitoring of the execution of the project.

IV. External support

Total external financing required.

V. Sources of external financing

ADB, BOAD, BADEA, Kuweit Fund, OPEC Fund, Islamic Bank, West Germany, World Bank, EDF.

Annex VI

RESOLUTIONS OF THE COMBINED MEETING OF TRANS-AFRICAN HIGHWAYS

DRAFT RESOLUTION NO.1

RELATING TO THE REACTIVATING OF THE TRANS-AFRICAN HIGHWAY BUREAU AT THE HEADQUARTERS OF UNITED NATIONS ECONOMIC COMMISSION FOR AFRICA

The Combined Meeting of all the Trans-African Highways, meeting in Addis Ababa, Ethiopia from 6 to 10 October 1986,

Having noted the tremendous difficulties which African economies are currently going through,

Aware of the difficulties African countries are finding in honouring their financial commitments towards the running of the institutions already set up to co-ordinate the construction of the various Trans-African Highways,

Having noted that some countries are traversed by several Trans-African Highways and therefore have membership in more than one institution to which they have to financially contribute,

Having considered that a single bureau set up at ECA headquarters to service all the institutions set up to co-ordinate the construction of the Trans-African Highways shall be cost-effective, affording a lot of saving on the part of African countries,

Satisfied that a single Bureau shall serve the needs of African countries in intensifying efforts already deployed towards the rapid development of the Trans-African Highways programme,

Recommends:

1. Agrees to reactivate the Trans-African Highways Bureau first conceived by ECA in 1971; and redefine its goals and objectives in order that it may meet the needs of member States;

2. Strongly urges the financial contributions necessary for the running of the Bureau;

3. Calls upon ECA to provide the infrastructure including technical assistance necessary for the establishment of the said Bureau;

4. Requests UNDP to provide financial assistance during its fourth cycling programme for the establishment and running of the Bureau;

5. Requests the Executive Secretary of ECA to take all the steps necessary for the smooth running of the Bureau.

DRAFT RESOLUTION NO. 2

RELATING TO THE FINANCING OF THE PROJECTS OF THE
TRANS-AFRICAN HIGHWAYS PROGRAMME

The Combined Meeting of all the Trans-African Highways, meeting in Addis Ababa, Ethiopia from 6 to 10 October 1986,

Recalling resolutions 291 (VII) of 26 February 1977 of the Economic Commission for Africa and 2097 (LXII) of 29 July 1977 of the Economic and Social Council of the United Nations proclaiming the United Nations Transport and Communications Decade in Africa,

Aware of the tremendous efforts being deployed by the ECA Executive Secretary in the area of mobilizing funds necessary to implement the Decade programme,

Aware also that to African countries the notion of development goes hand in hand with the political, economic and social integration of the whole continent,

Conscious of the fact that the implementation of the Trans-African Highways projects shall go a long way in realizing this integration,

1. Recommends that ECA intensify efforts towards the mobilization of funds for the implementation of the Trans-African Highways projects in collaboration with pan-African institutions specialized in sensitizing donor institutions;

2. Recommends also that ECA assist African countries in their negotiations with donor institutions by highlighting the priorities of the Trans-African Highways projects in the development hierarchies;

3. Invites the Executive Secretary of ECA to carefully follow up the consultation efforts being made by African States with donor countries and financial institutions as they quest for funds for the development of Africa in general and of the highways in particular.

FINAL COMMUNIQUE

1. The first Combined Meeting of Trans-African Highway Authorities took place in Addis Ababa, Ethiopia, headquarters of the United Nations Economic Commission for Africa from 6 to 10 October 1986, under the Chairmanship of Comrade Yusuf Ahmed, Member of the Central Committee of the Workers' Party of Ethiopia and Minister of Transport and Communications. In addition, the representatives of the Popular Democratic Republic of Algeria, the Republic of Zaire, the Republic of the Ivory Coast, and the Republic of Zimbabwe were elected First Vice-Chairman, Second Vice-Chairman, Third Vice-Chairman and Rapporteur. Citoyen Thambwe Mwamba, Minister of Works and the Interior of Zaire and current Chairman of the Lagos-Mombasa Trans-African Highway Authority (TAHA); Hon. Dr. H. Usnewokunze, Minister of Transport of Zimbabwe, immediate past Chairman and Member of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority (TEAHA), H.E. Mr. M. Ndougu Raymond, Minister of Works and Physical Planning of the Central African Republic and Current Chairman of the Co-ordinating Committee of Ministers of the Tripoli-Windhoek Trans-Central African Highway (TCAH), Colonel Mundele Ngolo Benoit, Minister of Works, Construction, Urbanism, Housing and the Environment of the People's Democratic Republic of the Congo and Member of the Governing Councils of Ministers of TAHA and TCAH, H.E. Mr. Cheuoua Andre Bosco, Minister of Transport of Cameroon and Member of the Governing Councils of TAHA and TCAH, Hon. Ssebana Kinto, Minister of Regional Co-operation of Uganda, and Member of the Governing Councils of Ministers of TAHA and TEAHA, Hon. Abraham Sam, Deputy Minister of Roads and Highways of Ghana and Member of the Ministerial Transport Commission of the Economic Community of West African States (ECOWAS), and Hon. J. Materi Keriri, Assistant Minister of Transport and Communications of Kenya and Member of the Governing Councils of Ministers of TEAHA and TAHA, were present.

2. Also present were the Plenipotentiary of Nigeria, current Chairman of the Trans-West African Highways Network (Dakar-N'Djamena and Lagos-Nouakchott), in the person of Mr. Alhagi Mohammed Aliyi, Minister Counsellor of the Nigerian Embassy, and the Plenipotentiary of Tunisia, the current Chairman of the Algiers-Lagos Trans-Saharan Highway, in the person of H.E. Mr. Hammami Mouldi.

3. The meeting was opened by Comrade Yusuf Ahmed who welcomed participants on behalf of the Provisional Military Government of Socialist Ethiopia. Professor Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of the Economic Commission for Africa, delivered an opening address. The Secretary-General of the Organization of African Unity sent a message which was read out on his behalf.

4. All the statements stressed the importance of transportation in general and highway transportation in particular for the promotion of intra-African co-operation, and for the ultimate integration of the region.

5. Thirty member States of the Trans-African Highway system participated in the meeting, including Ministers, Plenipotentiaries and other high-ranking officials serving as current chairmen and/or members of legislative authorities (Governing Councils/Co-ordinating Committees of Ministers).

6. Observers from States outside Africa, including developed and developing countries, leading United Nations bodies and specialized agencies, intergovernmental and non-governmental organizations and institutions also participated.

7. The five subregional highway organizations convened their own ordinary and/or extraordinary meetings under the auspices of their respective current/incoming Chairmen as follows:

(a) The second extraordinary meeting of the Governing Council of Ministers of the Lagos-Mombasa TAHA, chaired by the Minister of Zaire, current Chairman;

(b) The fourth ordinary meeting of the Governing Council of Ministers of the Cairo-Gaborone TEAHA, opened by the Minister of Zimbabwe, outgoing Chairman and then chaired by the representative of the Sudan, current Chairman;

(c) The second ordinary meeting of the Co-ordinating Committee of Ministers of the Tripoli-Windhoek TCAH, chaired by the Minister of the Central African Republic, current Chairman;

(d) The extraordinary meeting of the Algiers-Lagos Trans-Sahara Road Committee, chaired by the Plenipotentiary of Tunisia, current Chairman; and

(e) The extraordinary meeting of the Dakar-N'Djamena/Lagos-Nouakchott Trans-West African Highways Network, chaired by the Plenipotentiary of Nigeria, current Chairman of the Economic Community of West African States (ECOWAS).

Each Governing Council/Committee then adopted its own respective report and presented it to plenary, which the meeting adopted.

8. The meeting considered the general progress of development of Trans-African Highways, with emphasis on the improvement of missing links so as to enhance and accelerate intra-African trade development, and adopted three important documents, one on the establishment of a Trans-African Highways Bureau to service all Trans-African Highway Authorities, another on the preparation of a Trans-African Higway Code to combat the ever-increasing rate of road traffic fatalities and injuries on the highways of Africa, and a third on measures to improve awareness of member States of the fast deterioration of African road networks built at great cost, due to inadequate and inefficient maintenance performance.

9. The meeting unanimously expressed its appreciation to the Economic Commission for Africa, and particularly the Executive Secretary of ECA, Professor Adebayo Adedeji, for his personal interest and determined efforts and leadership in responding effectively to the call of member States in re-establishing, within the ECA secretariat, the Trans-African Highways Bureau to provide secretariat and technical services to the Trans-African Highway Authorities; for the production of the road safety documents as a counter-measure to the alarming rate of deaths and injuries on our highways and streets; and the continued organization of seminars and conferences, and publishing handbooks to improve the state of maintenance of our highways.

10. The meeting considered the establishment of an African Highway Association to provide the sole forum for road engineers and engineering geologists in Africa to exchange views and experiences on the design, construction and maintenance of highways; and decided that the Interim Committee be reconstituted to evaluate the human, material and financial resources required and draw up a programme of work and present these at the next meeting of Trans-African Highway Authorities.

11. The meeting by acclamation accepted the invitation of the Government of Zaire to host the second Combined Meeting of Trans-African Highway Authorities at Kinshasa in 1988, and appreciated the invitation extended by the Government of Zimbabwe to host the fourth pan-African Highway Maintenance Conference in December 1987.

12. Finally a vote of thanks was adopted by acclamation expressing the appreciation of the Combined Meeting of Trans-African Highway Authorities to the Government and people of Socialist Ethiopia, particularly its leader Comrade Mengistu Haile Mariam, General Secretary of the Central Committee of the Workers' Party of Ethiopia, Chairman of the PMAC and Commander-in-Chief of the Revolutionary Armed Forces of Socialist Ethiopia.

FIRST COMBINED MEETING OF ALL THE
TRANS-AFRICAN HIGHWAYS

MOTION OF THANKS TO THE GOVERNMENT OF
SOCIALIST ETHIOPIA

The first Combined Meeting of all the Trans-African Highways, meeting in Addis Ababa from 6 to 10 October 1986,

Considering the warmth by which all the delegates have been received and conducted since their arrival in Addis Ababa to participate in the very first Combined Meeting of all the Trans-African Highways,

Considering further that this warmth penetrates deep down into the legendary African hospitality;

The first Combined Meeting of all the Trans-African Highways addresses its sincere thanks to the Government of Socialist Ethiopia, and to the entire Ethiopian people and to His Excellency the Chairman of the Provisional Military Government of Socialist Ethiopia, Comrade Mengistu Haile Mariam, and through him to the Worker's Party of Ethiopia.

The African countries are unanimous in considering that the development of communications infrastructure in Africa and particularly of road transport shall contribute to inter-State integration so that the unity and integration of Africa many grow from strength to strength.